INSTRUCTIONS

FOR

YOUNG MARINERS,

&c.

Entered at STATIONER'S HALL.

INSTRUCTIONS

534 6.31
3

FOR

YOUNG MARINERS,

RESPECTING THE

MANAGEMENT

OF

SHIPS

AT

SINGLE ANCHOR.

By HENRY TAYLOR, *of North Shields.*

LONDON:

PRINTED, AND SOLD BY JAMES PHILLIPS, GEORGE YARD, LOMBARD-STREET.

M,DCC,XCII.

INTRODUCTION.

THE author of the following Inſtructions believes that nothing of the kind has hitherto been offered to the public. Conſcious that the ſmalleſt error might be attended with fatal conſequence, he conſulted

ſulted ſeveral experienced Commanders before he ventured to publiſh them, who not only approved them, but united with him in opinion, that the moſt beneficial conſequences would follow from a ſtrict attention to them. He can therefore confidently recommend them to the ſerious peruſal of every Seaman, eſpecially thoſe who have, or ever expect to have, the charge of ſhips at anchor.

Much of the damage and loſs the happens in the Downs and other roadſteads to ſhips that uſe the foreign trade, is owing to the want of experience in thoſe who have the management of them

them at ſingle anchor; the charge of which falls to the care of Chief Mates.

The following Remarks are not intended as a reflection on that deſcription of men, their want of knowledge ariſes from their ſeldom being in a tide-way, and is the cauſe of the miſtakes frequently made in winding their ſhips.

Colliers and Coaſters never like to ride near them, as they often foul their anchors, and thereby riſk their own and ſuch ſhips as they drive on board of.

The writer of the following Inſtructions uſed the ſea upwards of twenty years, chiefly in

in the Coal and Baltick trades, and has been witneſs to the improper manner in which ſhips trading foreign are managed in a tide-way: he offers his advice from motives of benevolence and good will, which he hopes may apologize for the ſeeming ſeverity in the foregoing remarks.

INSTRUCTIONS

INSTRUCTIONS

FOR

YOUNG MARINERS.

RIDING AT ANCHOR IN MODERATE WEATHER.

RIDING in a tide-way, with a freſh of wind, the ſhip ſhould have what is called a ſhort or windward ſervice, ſay forty-five or fifty fathoms of cable, and always

ways ſheered to windward,* not always with the helm hard down, but more or leſs ſo, according to the ſtrength or weakneſs of the tide; it is a known fact, that many ſhips ſheer their anchors home, drive on board of other ſhips, and on the ſands near which they rode, before it has been diſcovered that the anchor had been moved from the place where it was let go.

WHEN

* It has been thought by ſome theoriſts, that ſhips ſhould be ſheered to leeward of their anchor; but experience and the common practice of the beſt informed Seamen is againſt that opinion: for it is found that when a ſhip rides leeward-tide and ſheered to windward, with the wind two or three points upon the bow and blowing hard, in the interval between the ſqualls, the ſheer will draw her towards the wind's eye; ſo that when the next ſquall comes, before ſhe be preſſed a-ſtream of her anchor, it is probable there will be

WHEN THE SHIP WILL BACK.

When the wind is croſs, or nearly croſs, off ſhore, or in the oppoſite direction, ſhips will always back; this is done by the mizen-topſail, aſſiſted if needful by the mizen-ſtayſail; ſuch as have no mizen-

a lull again, and the ſpring which the cable got by the ſheer, will greatly eaſe it during the ſquall.

Riding with the wind two or three points upon the quarter, when the wind and tide are nearly of equal ſtrength, and when ſhips are ſo liable to break their ſheer, if the helm ſhould be a-weather or the ſhip ſhore to leeward, I cannot conceive how ſhe can lie ſtill for a moment, but will ſtagger (if I may be allowed to make a low compariſon) like a gooſe cut on the head.

Every Seaman knows that no ſhip without a rudder, with or the helm left looſe, will wear; they always in ſuch

mizen-topſail, commonly uſe the main-topſail, or if it blows freſh, a top-gallant-ſail, or any ſuch ſail, at the gaff.

In backing, a ſhip ſhould always wind with a tawt cable, that you may be ſure the anchor is drawn round: in caſe there is not a ſufficiency of wind for that purpoſe, your ſhip ſhould be hove a-peak.

HOW

ſuch ſituations fly too; this proves that with the wind preſſing upon the quarter and the helm a-lee, a ſhip will be leſs liable to break her ſheer, than when the helm is a-weather. Beſides, if the helm is a-lee when ſhe breaks her ſheer, it will be a-weather when the wind comes on the other quarter, as it ought to be until ſhe either ſwing to leeward, or bring the buoy on the other quarter: now if the ſhip breaks her ſheer with the helm a-weather, it throws her head to the wind ſo ſuddenly, as ſcarce to give time to brace the yards about, and very probably ſhe will fall over her anchor before the fore ſtayſail can be got up.

HOW THE YARDS OUGHT TO BE BRACED.

RIDING with the wind afore the beam, your yards ſhould be braced forward: if a baft the beam, brace them all a-back.

RIDING WINDWARD, TIDE IN DANGER OF BREAKING HER SHEER.

IF the wind is ſo far aft that the ſhip will not back, (and you ſhould never attempt

mizen-topſail, commonly uſe the main-topſail, or if it blows freſh, a top-gallant-ſail, or any ſuch ſail, at the gaff.

In backing, a ſhip ſhould always wind with a tawt cable, that you may be ſure the anchor is drawn round: in caſe there is not a ſufficiency of wind for that purpoſe, your ſhip ſhould be hove a-peak.

HOW

ſuch ſituations fly too; this proves that with the wind preſſing upon the quarter and the helm a-lee, a ſhip will be leſs liable to break her ſheer, than when the helm is a-weather. Beſides, if the helm is a-lee when ſhe breaks her ſheer, it will be a-weather when the wind comes on the other quarter, as it ought to be until ſhe either ſwing to leeward, or bring the buoy on the other quarter: now if the ſhip breaks her ſheer with the helm a-weather, it throws her head to the wind ſo ſuddenly, as ſcarce to give time to brace the yards about, and very probably ſhe will fall over her anchor before the fore ſtayſail can be got up.

HOW THE YARDS OUGHT TO BE BRACED.

RIDING with the wind afore the beam, your yards ſhould be braced forward: if a baft the beam, brace them all a-back.

RIDING WINDWARD, TIDE IN DANGER OF BREAKING HER SHEER.

IF the wind is ſo far aft that the ſhip will not back, (and you ſhould never attempt

tempt to back, if when the tide eaſes, your ſhip forges a-head, and brings the buoy on the lee quarter) you muſt ſet her a-head; if the wind is far aft, and blows freſh, the utmoſt care and attention is neceſſary: as ſhips riding in this ſituation often break their ſheer, and come to windward of their anchors again. You ſhould note that when your ſhip lies in this tickliſh ſituation, the after yards muſt be braced forward, and the fore yards the contrary way: ſhe will lay ſafe as long as you can keep the buoy on the lee quarter; or, ſuppoſe the helm is a-port, as long as the buoy is on the larboard quarter; with the helm thus and the wind right aft, or nearly ſo, your ſtar-

board,

board, main, and fore braces ſhould be hauled in: this ſuppoſes the main braces to lead forward.

TENDING TO LEEWARD, WHEN THE SHIP MUST BE SET A-HEAD.

When your ſhip begins to tend to leeward, and the buoy comes on your weather quarter; the firſt thing you have to do, is to brace about your fore yard; and when the wind comes near the beam, ſet the fore-ſtayſail, and keep it ſtanding untill it ſhakes; then brace all your yards ſharp forward, eſpecially if it is likely to blow ſtrong.

HOW

HOW TO MANAGE WHEN THE SHIP BREAKS HER SHEER.

If laying in the aforeſaid poſition, and ſhe breaks her ſheer, brace about the main yard immediately; if ſhe recovers and brings the buoy on the lee, or larboard quarter, let the main yard be again braced about; but if ſhe come to a ſheer the other way, by bringing the buoy on the other quarter, change your helm and brace your fore yard too.

WHEN

WHEN A LONG SERVICE IS OUT, AND THE SHIP IS LIKELY TO GO TO WINDWARD.

RIDING leeward tide with more cable than your windward ſervice, and expecting your ſhip will go to windward of her anchor, begin as ſoon as the tide eaſes to ſhorten in your cable. This is often hard work, but it is neceſſary to be done, otherwiſe the anchor may be fouled by the great length of cable the ſhip has to draw round: but even if that could be done, the cable would be damaged againſt the bows, or cut-water. —You are to obſerve, that, when a ſhip rides windward tide, the cable

ble ſhould be cackled from the ſhort ſervice towards the anchor, as far as will prevent the bare part touching the ſhip.

When the ſhip tends to windward and muſt be ſet a-head, hoiſt the fore-ſtayſail as ſoon as it will ſtand, and when the buoy comes on the lee quarter haul down the fore-ſtayſail, brace too the fore yard, and put the helm a-lee; for till then the helm muſt be kept a-weather, and all the yards full.

HOW

HOW TO MANAGE IN A STORM.

When a ſhip rides leeward-tide, and the wind increaſes, care ſhould be taken to give her more cable in time; otherwiſe if you do not give her cable in time the anchor may ſtart, and you may not eaſily get her brought up again; and this care is the more neceſſary, when you ride in the hawſe of any ſhip. Previouſly to giving a long ſervice it is uſual to take a weather-bit, that is, a turn of the cable over the windlaſs-end, that in veering away, the ſhip may not over-power you. Greaſe your ſervice, for that will prevent its chafing in the hawſe.

If the gale continues to increaſe, the top-maſts ſhould be timely ſtruck, but the fore-yard ſhould ſeldom, if ever, be lowered down, that in caſe of parting you may always have your foreſail ready. At ſuch times, there ſhould be more on deck than the common anchor-watch, that no accident may happen from inattention or falling aſleep.

In a tide-way a ſecond anchor ſhould never be let go, but when abſolutely neceſſary; a ſhip will ſometimes ride eaſier and ſafer (eſpecially if the ſea runs high) with a very long ſcope of cable, and one anchor, than with leſs length and two anchors: however, it is adviſeable, as a preventative, when ſhips have not room

to drive, and the night is dark, to let fall a ſecond anchor under foot, with a range of cable along the deck; if this is not thought neceſſary to be done, the deep-ſea lead ſhould be thrown over-board, and the line frequently handled by the watch, that they may be aſſured ſhe rides faſt.

CAUTION

CAUTION RESPECTING THE ANCHOR-WATCH.

If at any time the Anchor-Watch, preſuming on their own knowledge, ſhould wind the ſhip, or ſuffer her to break her ſheer without calling the Mate, he ſhould immediately, or the very firſt opportunity, oblige the crew to heave the anchor in ſight; which will prevent the commiſſion of the like fault again: for beſides the ſhare of trouble the Watch will have, the reſt of the crew will blame them for neglecting their duty.

THE

THE PARTICULAR DUTY OF THE CHIEF MATE.

PRUDENT Mates ſeldom lay a week in a road-ſtead, without heaving their anchor in ſight; even though they have not the leaſt ſuſpicion of its being foul. There are other reaſons why the anchor ſhould be looked at; ſometimes the cable receives damage by ſweeping wrecks, or anchors, that have been loſt; or from rocks, or ſtones, and it is often neceſſary to trip the anchor in order to take a clearer birth; which ſhould be done as often as any ſhip brings up too near you. Do not ſpend time diſputing about having given you

you a foul birth, for while you are ſo doing, the wind may increaſe and prevent your ſhifting your ſituation, and the moſt fatal conſequences may follow from your riding too near other ſhips.

If practicable, there ſeems more need of *Road-Maſters*, than of Harbour-Maſters; becauſe it is not improbable, but one ſhip badly ſituated with reſpect to others, with bad ground-tackling, and worſe management, may be the means of driving twenty ſail adrift on the ſtrand, or ſands near them.

A good road-ſtead is better and ſafer than a bad harbour; therefore never leave the former for the latter, but in caſes

caſes of real neceſſity; and I know but of one caſe where it can be neceſſary, and that is, when you can ride no longer, and have no lee-road to fly to for refuge.

No ſhip, however ſtrong or fully built, can lay a-ground loaded, without receiving damage, and probably a great deal more than at firſt diſcovers itſelf. Sharp-built ſhips in ſuch ſituations, often break all their bones; this they may do and yet ſwim; but coming to work at ſea, the hidden wounds break out, and inevitable ruin follows. Some of them, however, fortunately for the crews, receive ſo much damage as to be condemned in the harbour.

It ſeldom happens but ſhips have an opportunity of changing their road-ſteads; as, with a northerly wind from Yarmouth road, to Leoſtoff ſouth road, and, with the wind to the eaſtward of north, from thence to Oſley Bay. There are many inſtances of colliers that have gone ſeven years, eight to ten voyages each year, and never in all that time put into harbour by the way.

Ships waiting in the Downs for a wind to go weſtward, ſhould, when it begins to blow ſoutherly and the ſea makes, take their anchors up and go to Margate road; eſpecially if there are many ſhips in the Downs, and you ride leewardly, and expoſed to the danger of others

others driving foul of you. The trouble of frequently looking at your anchor, or changing your road-ſtead, ſhould never be the object of your conſideration; you ſhould rather conſider that on your doing ſo, may depend the ſafety of the ſhip, cargo, and even of your lives.

As Chief Mates are known to have the charge of ſhips at anchor, it behoves them to be very attentive to this part of their duty. Heaving a-peak, the anchor in ſight, or ſhifting your birth, or road-ſtead, may often cauſe the ſailors to grumble: but you ſhould never let this prevent the execution of your duty, nor raiſe any thing vindictive in your minds, ſo as to diſpoſe you to treat them ill or

give

give them a great deal of *unneceſſary* trouble. This is a diſpoſition, the indulgence of which will procure you the contempt of every generous ſeaman: for it is a general maxim, that, *the man who uſes ſeamen ill, is no ſeaman himſelf*; there may be exceptions to this general rule, but they are very few.

FINIS.